

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airport in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CJP

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, April 5th, 2016 at Naper Aero. The Vice President called the meeting to order at 7:31 pm.

The list of Attendee's is provided on page 2, left column.

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. The total flying time was 49.7 hours with 5.5 hours club time. We had \$7,127.07 in receipts. A total of \$3,967.48 was paid out. Cash in the bank is \$45,992.25. We had \$150.00 in fuel away credits, and we have a loan balance of \$136,761.00. The fuel price remains the same. The treasurer's report was approved unanimously as presented.

The aircraft reports were heard followed by old business, new business, and safety.

Please see details in the following sections.

The meeting adjourned at 8:31 pm.

LL10 Avgas 100LL

\$3.99/gal.

Aircraft Rates

C172SP = \$107.40

C172S = \$102.40

C182S = \$126.40

Cumulative Hours Flown :

March 2016

884BC 59.1 hrs.

983SP 28.4 hrs.

415RC 32.9 hrs.

TOTAL 120.4 hrs.

Join us for our next meeting:

Tues., May 3rd 2016

Business meeting at 7:30pm

See you there!

Attendees:

None taken

Guests:**Social:**

What's Up...?

Paving at Naper Aero. Maybe the approaches to the hangers will be improved.

John W. video of a takeoff in 983SP at Morris here.

<https://youtu.be/BUzFRVqYpEc>

Old Business

The continuing discussion about replacing the transponder in 884BC with a new Garmin unit. The new unit will add ADS-B OUT and blue tooth coupling to aviation applications on phones and pads.

The FAA may finalize the approach to LL10 by June.

New Business

The LL10 fuel price decreased to \$3.37 in mid-March. The board chose not to adjust the hourly flying rate in an effort to increase revenue to offset maintenance expenses. The fuel price is expected to increase soon.

Several BFC members received a mailed brochure from Schaumburg Flying Club. BFC membership felt it was a very good marketing tool. Krzyzewski and Queen to develop a similar brochure for the BFC.

Safety:

Davis discussed the concern for laser flashes into cockpits. Lasers colored blue or green cause the worst damage.

Membership:

Former BFC member Aiman Al-Qady is expected to rejoin in April.

Marketing:

Nothing new.

Accomplishments:

None.

Seen on the web:

Airbus Reports Near Miss With Drone.

<http://www.avweb.com/avwebflash/news/Airbus-Reports-Near-Miss-With-Drone-225865-1.html>

Aviation Photos Needed:

What are you flying? Send me a picture or two for the newsletter. Club planes count too! Write a little blurb on the last place you flew to lunch and we'll publish it. I **really** could use some flying pictures.

Photo credit: Gerry Miskowicz, John Wrycza.

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. Bring in a dessert or beverage to share with your club members to celebrate your achievement. If it's during the summer months coordinate with the grill master.

Flying Hours:

March Aircraft Report

	884BC	983SP	415RC
FLYING	25.9	13.8	10.0
TACH	1512.9	4224.2	4884.4
TBO	2000	2000	2000
TMOH	487.1	-104.4	1161.2
CLUB	0.0	2.7	2.8
*GAL/HR.	10.2	10.2	12.3

February Aircraft Report

	884BC	983SP	415RC
FLYING	9.8	6.2	4.0
TACH	1487.0	4210.4	4874.4
TBO	2000	2000	2000
TMOH	513.0	-90.6	1171.2
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

January Aircraft Report

	884BC	983SP	415RC
FLYING	23.4	8.4	18.9
TACH	1477.2	4204.2	4870.5
TBO	2000	2000	2000
TMOH	522.8	-84.4	1175.2
CLUB	2.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

* Gallons per hour is *estimated*

Aircraft Reports:

N983SP

1. Annual inspection planned this month for KDKB.
2. Trim position indicator has an issue.

No other issues reported, the plane fly's well.

N884BC

1. Checklist pages becoming damaged. John W. to obtain laminated checklist pages.
2. Nearing oil change.
3. Winch in hanger still problematic.
4. Unable to remove wheel pants due to stripped screws. Still an issue 4/16.
5. Obstacle and terrain DB to be updated.
6. Autopilot problem reported. Recycling the breaker seems to resolve it.

No other issues reported, the plane fly's well.

N415RC

1. The tail tie down ring was bent sideways.
2. Annual inspection completed at Oshkosh in March at a cost of \$2,696.
3. A reported fuel leak was reviewed by Randy Kaster, none identified.
4. John W. proposes using funds from the spinner sale to fund re-upholstering.

No other issues reported, the plane fly's well.

March 2016 Treasurer's Report

Cash

Chase Checking	20,871.62
Chase Savings	25,120.63
Total	\$45,992.25

Payments

Naper Aero	Fuel and Fees – Feb	1,249.76
Volartek	Loan Payment	1,110.21
Aircraft.com	Reservation System - monthly	36.00
Garmin	4BC Data base update	1,192.13
SkyGeek	3SP / 5RC Maint Supplies	379.38
Naper Aero	Fuel and Fees – Feb	1,249.76
Total		\$3,967.48

Reserves

INSURANCE (\$1500/ mo)	-3,000
ANNUALS (\$1000/ mo)	-12,000
LL10 DUES (\$350/ mo)	-2,100
INACTIVE MEMBER	-11,977
ENG OVRHL 3SP/4BC(\$750/mo)	-33,500
CREDIT BALANCE MEMBER	-11,900
EQUIP UPGRADES	-3,000
Reserves net	-28,484.00
Reserve Increase/(Decrease)	\$3,160.00

Loan

INTEREST PAID @ 6.0%	\$689.00
PRINCIPAL PAID	\$977.00
AIRCRAFT LOAN Balance	\$136,761.00

Receipts

Dues & Flying	7,126.01
Bank Interest	1.06
Total	\$7,127.07

Credits To Members

Fuel Away	150.00
Loan Payment	555.10
Office Supplies	126.00
Total	\$831.10

This Month's Photo Corner



On the ramp in Maine



On its way to the annual in Oshkosh.

Operational & Safety Reminders

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).

Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine. Try to add only full quarts.

Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.

Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, man up and report it to the plane captain, maintenance office or a board member right away. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in service ASAP. Thank you.

BFC
P.O. Box 2631
Naperville, IL 60567

About Our Organization:

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30PM.

The Club has 45 equity members sharing three planes:

1. Cessna 172SP N983SP
2. Cessna 172S N884BC
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

Safety Officer: Joshua Jones

WebMaster: Greg VanDenHam

QuarterMaster/VP: Jim Krzyzewski

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Michael Pastore	630-606-3692 * ¹
Eric Popper	630-841-3065 *
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training

¹ Available for club checkouts and BFR's

Chief Maintenance Officer:

John Wrycza	630-697-3559
-------------	--------------

Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Queen	630-525-0232
N415RC	Eric Popper	630-841-3065